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[1134-1]

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The Daily Press.

HONGKONG, AUGUST 30TH, 1911.

THERE is another version of the story of the attack on a foreigner at Heungshan which differs in some material respects from the story we reproduced yesterday from the Chinese newspapers. The foreigner in question is a Mr. KATH, who is a traveller in the employ of the manufacturers of the Milkmaid brand of condensed milk. He was on a tour of the towns and villages in the Canton Delta. He travels from point to point in a large motor boat which flies the British flag, and carries a stock of milk and advertising matter. Last week he went in the motor-boat to Sheki. On Friday morning he left again, taking with him in addition to the usual crew another Chinese pilot and a Father TABERNA, and proceeded to a place called Cheung Han Mun. From this place it was intended to send the Chinese pilot to a village inland called Po-san where he was to meet and bring back to Sheki on the motor-boat a Chinese Christian, recommended by Father TABERNA as a good man to manage a depot which it was proposed to establish in Sheki. When within two hundred yards of the shore at Cheung Han Mun a shot was fired at the motor-boat, and almost immediately afterwards there was quite a fusillade, shots dropping just short of the boat but none hitting it. There was no doubt that it was an attack by pirates. Piracy of late seems to have been very rife in the Canton Delta again. Not far above this spot the motor-boat had saluted and

passed a Chinese gunboat, and when fired upon at Cheung Han Mun, the motor-boat turned and proceeded at full speed to obtain the assistance of the Chinese gunboat, which is presumably stationed there for the protection of the trade of the river from piracy. The gunboat proceeded as near to the spot as the depth of water would permit, but the commander could not be persuaded to land any of his men, and intimating that his duties were upon the water and not on the land, he left the motor-boat people to their own devices. The motor-boat went back to Sheki, and it is believed that the disturbances which occurred there, some six or seven hours later, were instigated by the disappointed pirates of Cheung Han Mun. Whether this was so or not remains to be proved. At Sheki the mob in the streets seeking the blood of the foreigner is said to have numbered about two thousand. The Chinese interpreter, who was recognised by some of the people as being one of the men who had "brought the foreigner to Sheki," was very roughly handled, and only got back to the motor-boat by a run. Not knowing what had happened to KATH, and seeing that the crowd was bent on mischief to the boat, he ordered the engine to be started and proceeded down the river. At certain parts of the river it is very narrow, and the crowd pelted the boat with stones. Finally one huge boulder, among a volley of boulders thrown from a bridge, disabled the engine, but fortunately the boat drifted into the vicinity of a Chinese gunboat and was towed to Canton. The priest who came back with KATH to Canton, and is an important witness of what occurred, has mysteriously disappeared, and all efforts to trace him have so far failed.

The pirates that have occurred on the waterways within the jurisdiction of the Viceroy of Canton during the past twelve months would make a truly formidable list, and we are not surprised to read that the Minister of Foreign Affairs at Peking is becoming apprehensive lest the conditions in these waterways should again open up the question of their patrol by foreign gunboats. A paragraph in our Canton correspondent's letter to-day shows that the Chinese guard boats inspire no fear in the hearts of the pirates who are infesting the waterways of Kwangtung in ever increasing numbers. Our correspondent reports an attack made on one guard-boat in similar manner to the attack on the British motor-boat, but with far more success, the commander and seven of the crew being shot by the pirates and the vessel towed to a more determined action for the protection of trade on these waterways. The British Consular authorities are interested, because the motor-boat is British-owned; the German Consular authorities are interested because the man in charge was of German nationality; and the Portuguese and Italian Consuls are interested because the missing pilot is Portuguese belonging to an Italian Mission. How seriously trade has suffered by the lawlessness prevailing in the riverine districts it is impossible to estimate; but there is no difficulty in coming to the conclusion that the insecurity of traffic is largely responsible for the stagnant condition in which the Canton trade has now been for several months. From the fact that Peking is becoming apprehensive of foreign intervention we presume that the Consuls at Canton have made the representations that it has clearly been their duty, as a body, to make on the subject. In a very special sense does the responsibility fall upon the British Consul-General. It will be remembered that a few years ago, in consequence of the inability of the Chinese authorities to suppress piracy, Admiral Moore placed a number of British gunboats on patrol duty on the waterways. This action not only scared away the pirates, but it stimulated the Chinese naval authorities to such an extent that on the strength of the action taken by the Chinese authorities and the assurances they gave for the efficiency of the policing arrangements in the future, the British Admiral withdrew his gunboats. For a time reports of piracies continued to be infrequent, but now the waterways seem to be as badly infested with pirates as ever they were, and nothing short of action similar to that taken by Admiral Moore a few years ago seems likely to bring about much improvement. The attack on the British motor-boat should bring matters to a head, and news of the action taken in the matter by the Consuls concerned will be awaited with much interest.

The Directors of the Shanghai and Hongkong Wharf Co., Ltd., have declared an interim dividend of Tael 3 per share.

A chauffeur named Gibson was fined \$10 by Mr. Wood at the Magistracy yesterday for driving a motor car by night without exhibiting a rear light.

H.E. The Governor was "At Home" yesterday afternoon at Mountin Lodge. Many were present, and the tennis and croquet lawns were kept well occupied.

An unknown Chinese male, about 27 years of age, was found floating in the harbour near the Kowloon ferry wharf on Monday and removed to the Mortuary.

On Monday night a young Chinese dived off the Wing On steamers wharf at West Point to have a swim. The dive proved his last, for his dead body was taken from the harbour sometime later.

It is stated that the three British "River" destroyers, *Ribble*, *Ush* and *Welland*, will be dispatched to the China Station in the autumn to relieve the three destroyers *Janus*, *Hart* and *Pandy*.

We have received from the American Consulate-General the following typhoon warning despatched from the Manila Observatory yesterday: Cyclone or Typhoon E. of Eashi Channel, moving N. W.

Portion shopkeepers and truck owners from the vicinity of Bonham Street were fined amounts ranging from \$1 to \$5 by Mr. Wood at the Magistracy yesterday for causing an obstruction in the street.

The overturning of a kerosene lamp on board a Japanese steamer in the harbour resulted in four Chinese being severely burned on Monday. They were removed to the Government Civil Hospital by the water police for treatment.

A coolie who was employed on the steamer *Chap Sang* to remove cargo was charged before Mr. Hazland at the Magistracy yesterday with stealing fourteen chickens. The theft was proved, and the coolie was sentenced to six weeks' imprisonment with hard labour.

The keeper of an opium den at 105, Temple Street, Ya mati, and 32 men who were found smoking therein were charged before Mr. Hazland at the Magistracy yesterday with infringing the Opium Ordinance. The keeper was fined \$300, or six months' imprisonment, the smokers, were fined \$3 each, and the pipes and other paraphernalia seized on the premises were confiscated.

Weather permitting, the s.s. *Heungshan* will make the excursion trip to Macao on Sunday, the 3rd trip, leaving here at 9 a.m. and returning from Macao at 5 p.m. The s.s. *Sai An* will make an extra trip to Macao on Saturday, leaving here at 7 p.m. There will be three departures from Macao on Sunday, *Sai An* at 7.30 a.m. and 6 p.m. and *Heungshan* at 5 p.m. Passengers leaving here on Saturday have the option of returning from Macao at any of the above times.

CANTON.

FROM OUR OWN CORRESPONDENT.
MACAO TROUBLES.

There are still many alarmist rumours concerning trouble at Macao. The native Press is making much of the fact that there are a couple of Chinese river cruisers anchored off the Settlement, and many articles published lately by no means tend to preserve the peace. The latest story is that the Portuguese have evicted a tax on many of the Heung Shan residents and that this action is strongly resented by the people. The persons referred to as being taxed are probably dwellers within the disputed boundary area. The Society for the Protection of "Boundary Rights" has telegraphed this news to the Foreign Office at Peking, and it is stated that the Portuguese Minister has been communicated with on the subject. In the meanwhile the Viceroy has been told that steps must be taken to preserve the public peace, and the Heung Shan has been warned to commit no act of aggression. Some days ago it was reported that a large number of troops had been sent to the district in question, and I have since been informed by one who is usually well versed in native current affairs—that these particular troops were sent away owing to the fact that they were suspected of revolutionary tendencies, and therefore it was advisable to get them away from Canton. The act of sending such troops to a disaffected area like Heung Shan does not commend itself as one of wisdom. There have been several movements of troops from the vicinity of this city lately, and one is led to wonder if these shiftings are due to the spread of revolutionary doctrine among the soldiers.

ADMIRAL LI'S BODYGUARDS.

Men lately arrested on revolutionary charges have made serious allegations against fourteen of Admiral Li's bodyguards. According to these allegations the guards in question are in league with the rebels, and have actually aided them in their plans. The Admiral, unwilling to cause further panic, has given orders that the suspected men be sent home to their native villages, where doubtless they will be kept under surveillance. It is no wonder, therefore, that the officials here are living in a state bordering on terror. While on this subject it is interesting to observe that the 9th, 19th and 29th days of the month appear to be those particularly set apart by the rebels for their acts of violence. Thus the Tatar General was murdered on the 9th day of the 3rd moon; the last abortive rising took place on the 29th day of the same moon, while the attempted assassination of the Admiral took place on the 19th of last month. There was a deal of fear among the officials that the 29th of the recently expired month would witness some other attempt at assassination, and many of the official body spent the day in the theatres or in flower-boats on the river, returning to their yamens the next day.

POLICE AFFAIRS.

The conduct of the men in the Canton police force continues to be anything but satisfactory. During the past twelve months it is said that no less than three hundred and sixteen men have been dismissed for various forms of misconduct. Some of these breaches of discipline are interesting, for they include, among others: (1) Setting arrested robbers free without permission. (2) Using their firearms without sufficient reason. (3) Offences against women. The new Police Tsoi has caused the details of the dismissal of these 316 men to be circulated among the force as a warning to others. The Viceroy has noticed that since the outbreak of a few months ago the expenditure of the police force has increased wonderfully, and H. E. has warned the Police Tsoi that he must be more economical in the use of the public funds, as money is very hard to obtain now. He has also been told to dismiss at once all those holding superfluous appointments.

WEST RIVER PIRACIES.

The Minister for Foreign Affairs in Peking has been informed that many piracies have occurred lately on the West River, and he fears that this may give upon the question of the patrol of the river by foreign gunboats. He has ordered the Viceroy to take the most stringent precautions to stop these river robberies and to do all in his power to prevent the raising of a diplomatic question. He has also been requested to send to the Capital details of the steps at present taken to stop these river robberies. On receipt of this dispatch the Viceroy communicated its contents to Admiral Li, with whom he will hold a conference shortly.

GAMBLING.

The soldiers belonging to the Kong Po camp arrested two private gamblers at the Tip Kow village. They were taken before the Nam Hoi Magistrate, and in their evidence they said they were not professional gamblers, but merely shop folk having an innocent game. As no money was found on them the magistrate believed their tale, and on a person offering to act as their surety he dismissed them. One of the native papers strongly resents this action of the magistrate, remarking that it will create a bad precedent and that other gamblers will take advantage of it for the purpose of breaking the law. A far different occurrence has lately taken place at San Chuen near Fatsien. The natives of this place are said to be "exceedingly fierce," and in defiance of the authorities have dared to open ten gambling houses. The authorities were afraid to interfere, and as may be imagined the gambling dens thrived exceedingly. A newly appointed military captain in charge of a company stationed nearby thought he would improve matters and shut up these gaming houses. Knowing the character of the people he had to deal with he first disguised his soldiers as peasants and led them against the village. The villagers were quick to discover the nature of the attack, and the result of which was that three gamblers were taken prisoner. Considering that this village is not much more than ten miles by rail from Canton it gives one a good idea of the power of the law in this province.

GUARD-BOAT ATTACKED.

A well armed and manned guard-boat has been attacked and looted about 40 li from the prefectural city of the Ying Tak District. It appears that while the crew were eating their evening meal, hidden on the banks, opened fire on the boat, the commander of which and four of the crew were at once shot dead. The remainder of the crew made no attempt to fight, but dived at once into the river, where three more were fatally shot by the banditti. The boat being thus deserted, the robbers went on board and thoroughly pillaged the vessel, paying special attention to the rifles and ammunition. They then went ashore, where they plundered shops, returning afterwards to their hiding place laden with booty of the value of several thousand dollars.

YUET HAN RAILWAY.

Yesterday a new section of the Yuet Han Railway was declared open and the line is now ready for traffic as far as Lai Tung. There were special ceremonies for the opening, and about 200 specially invited guests were present, though it was noticeable that no officials were on the scene. The new section includes a tunnel one hundred and eighty yards long.

WEATHER.

For several days past bright sunshine has been the order of the day, and the heat has been intense. Last night for some time it looked as if a storm were imminent, but the clouds rolled away and nothing came, while to-day is as hot as ever. The river is very high and the current stronger than usual, though luckily the streets in the Sai Kwan are not so badly flooded as they were a few days ago.

THE CHIEF JUSTICE'S JOKE.

During argument in a case before the Chief Justice yesterday the Hon. Mr. Pollock contended that the Official Receiver was a receiver who received no hire. "Oh," said his Lordship, "he receives his salary from the Government."

CO. T. OF CORONATION CELEBRATIONS IN "THE CITY."

The cost of the Coronation festivities in the City, including the luncheon given by the Corporation to the King and Queen at Guildhall, was considerably below the estimate. The Court of Common Council voted £2,903, but the actual cost is returned at £1,428 16s. 7d. The entertainment at Guildhall to their Majesties involved an expenditure of £5,058.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

JAPAN AND RUSSIA.

EXCHANGE OF MESSAGES BETWEEN THE EMPERORS.

LONDON, August 29th.—It is reported from St. Petersburg that the Emperor of Japan has telegraphed to the Tsar expressing satisfaction at the establishment of a definitive agreement between the two Governments, and stating that the vessel *Angora* will be handed back to the Russian Government as evidence of the unalterable friendship that the Emperor of Japan feels towards Russia.

The Tsar has replied thanking the Japanese Emperor for his message and stating that he shares the sentiments which the definitive solution of all litigious questions has inspired in the mind of the Emperor of Japan. He regards the handing over of the *Angora* as a fresh proof of reciprocal friendship.

ANGLO-GERMAN SITUATION.

LONDON, August 29th.—Sir Fairfax L. Cartwright, the British Ambassador to Vienna, has disavowed the interview in the *Neue Freie Presse*, which was ascribed in some quarters to him.

LATER.

The *Neue Freie Presse* has shifted the centre of interest to the Anglo-German situation. It is widely believed in Germany that there is something like a connection between Mr. Lloyd George's speech of the 27th July and the interview which appeared in the *Neue Freie Presse* and the Kaiser's reference to a further increase in the fleet.

FRANCE AND GERMANY.

LONDON, August 29th.—The Berlin correspondent of the *Frankfurter Zeitung*, who is regarded as an inspired source, says that Franco has assumed that no man and no man in all

ESPIONAGE IN ENGLAND.

LONDON, August 29th.—A German officer named Schultz is charged at Plymouth with espionage. The case is being heard publicly.

The Counsel for the prosecution alleged that Schultz endeavoured to obtain information regarding the opinion of naval officers on the result of a war with England and France against Germany and on the likelihood of war over the Moroccan question. He also endeavoured to obtain information as to the coaling arrangements and movements for the supply of ammunition in the British fleet.

THE RAILWAY COMMISSION.

LONDON, August 29th.—The Railway Commission was opened yesterday. Mr. Williams, the secretary of the Amalgamated Society of Railway Servants, was the first witness. He detailed the working of the Conciliation Boards and emphasised the fact that arbitrations had already cost the Society about £30,000. He said that the men had great difficulty regarding the interpretation of the awards, and it had been suggested that they should go to the Courts. This the men refused to do, as they felt strongly on the subject. He affirmed that the unnecessary delay aggravated the recent situation, while one railway endeavoured to prevent the meetings of the Board.

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TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ANOTHER WRECK OFF THE JAPANESE COAST.

TOKYO, August 29th.—The American steamer *Hazel Dollar* ran upon the rocks off Maroran on Sunday. Efforts are being made to refloat the steamer.

MINISTERIAL APPOINTMENT IN IRELAND.

LONDON, August 29th.—Mr. Redmond Barry, K.C., M.P., Attorney General for Ireland, succeeds the late Sir Samuel Walker as Lord Chancellor of Ireland.

THE CHURCH.

LONDON, August 29th.—Bishop Gore of Birmingham has been translated to Oxford.

SUPREME COURT.

Tuesday, August 29th.—IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

AN OPTICIAN'S CLAIM.
N. Lazarus, optician, D'Agular Street, claimed £22 from B. Lewis-Paton, doctor of medicine, for goods sold and delivered. Mr. J. H. Gardiner appeared for the plaintiff, and Mr. M. J. D. Stephens acted for the defendant.

Mr. Gardiner said it was incumbent upon his friend to begin, as it was admitted that the goods had been supplied—the spectacles for which they were suing—and the price was admitted.

His Lordship—Is that so?
Mr. Stephens—Yes, that is so. I don't think there is any dispute about the £22. We have paid £12 and are willing to pay the £10 if we get the price and the price was admitted.

His Lordship—I think it will be better if you paid the money and brought another action. Mr. Stephens—I don't like to part with the money. I put this in a set-off.

His Lordship—Have you given notice of this counter-claim?
Mr. Stephens—We have given notice of a set-off.

Is there any reason why I should not allow it to be taken?
Mr. Gardiner—I don't mind. I should like to have the case disposed of.

His Lordship—I will have to give judgment for plaintiff and will hear the counter-claim.
Mr. Stephens—Having paid £12 before the issue of the writ I come under the scale of \$10, on which there is no costs.

His Lordship—You mean costs on the writ?
Mr. Stephens—I don't think he can get that, not even a cent.

His Lordship—There is no doubt about it. After Mr. Stephens had opened, he called Mr. Martin, superintendent of the registration department of the Post Office, who spoke to a registered article having been received from Amoy, the receipt of which was acknowledged by Mr. Lazarus.

His Lordship—When is Dr. Paton likely to come back?
Mr. Stephens—Not for a year.

Mr. Gardiner—You won't get any further when he comes.
Mr. Stephens—I suggest that the £10 should be deposited here until he returns.

His Lordship—You are not afraid that Mr. Lazarus will run away?
Mr. Stephens—No.

His Lordship—Why don't you pay him the money?
Mr. Stephens—There is no security for the costs.

His Lordship—Your remedy may be against the Post Office. That is as far as you can carry the case.
Mr. Stephens—I suggest that the £10 be paid into Court, and when the defendant returns I will prove his case.

His Lordship—You can't do that. You don't think that the plaintiff will abscond. When one is dealing with professional men or tradesmen of standing one does not hold—
Mr. Stephens—But we have sent the parcel.

Mr. Gardiner—My friend has not proved it.
His Lordship—I think it would be better if you put your client in the box.

Henry Tobias, trading as N. Lazarus, then went into the box.
His Lordship pointed out that the summons was in the name of Lazarus.

Mr. Gardiner asked for permission to amend the writ, and this was granted.
Witness stated that he received a registered letter from Dr. Paton from Amoy in June last, but it only contained two prescriptions and did not contain any price-list or test lens. Correspondence followed, when it was learned that these articles had not been received by the plaintiff.

His Lordship—I am afraid I must now suit you on this claim.
Mr. Stephens—I will bring another counter-claim.

Mr. Gardiner asked for adjustment of costs, which was granted.

NOTICE.

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AGENTS Wanted for the Sale of Well-known, Highly Matured Scotch Whiskies. Terms Liberal.

Apply—D. A. RHIND & Co., Ltd., Leith, Scotland.

1078]

TO BE LET—OR SOLD.

A HOUSE, on Barker Road.

Apply to—DENISON, RAM & GIBBS, Hongkong, 30th August, 1911. [1079]

WANTED.

AN ASSISTANT COSTS CLERK. Preference given to Applicants with previous experience.

Apply—DEACON, LOOKER & DEACON, 1, Des Vaux Road, Hongkong, 14th August, 1911. [1039]

WANTED.

WANTED, position, by a GERMAN, over ten years' experience in Export and Import Trade in Canton, Hongkong and Shanghai. Replies will be treated strictly private.

Apply—"COMERCIALE," Care of "Daily Press" Office, Hongkong, 14th August, 1911. [1027]

NOTICE.

WE, the UNDERSIGNED, have been appointed the SOLE AGENTS for the Sale of "ELLIS CHIMSON PILLS" and "RAPID CURE," manufactured by the STANDARD CHEMICAL FACTORY of NEW YORK, BERLIN, and SHANGHAI.

S. D. SETNA & Co., Hongkong, 12th August, 1911. [1019]

NOTICE.

WE have OPENED our OFFICE in HONGKONG for the Sale of "ELLIS CHIMSON PILLS" and "RAPID CURE," and have appointed Messrs. S. D. SETNA & Co. Sole Agents for their Sale in HONGKONG, CANTON, SOUTH CHINA, STRAITS SETTLEMENTS, and INDIA.

THE STANDARD CHEMICAL FACTORY of NEW YORK, BERLIN, and SHANGHAI.

Hongkong, 12th August, 1911. [1022]

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Write to-day.

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Dept. J.
Wanganui, New Zealand.

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41, Morrison Hill Road.

METAL and PORCELAIN WREATHS, CROSSES, ANCHORS, HEARTS and GLASS CASES from 85c up.

MEMORIALS new designs in stock.

Telephone 423.

Hongkong, 1st June, 1911. [776]

FOR SALE.

DERRINGTON, 7-Roomed House, Peak Road, beautiful situation.

For Terms, apply to—C. SCHRÖTER, Care of Messrs. GARRIERS, BORNER & Co., King's Buildings, IIIrd.

Hongkong, 10th July, 1911. [923]

GRACA & CO.

PRIDDER ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

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Inspection Invited. [891]

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19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [609]

INTIMATIONS

THE ROYAL HONGKONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the ROYAL HONGKONG GOLF CLUB will be held at the CLUB HOUSE, HAPPY VALLEY, at 6.30 P.M. TO-DAY (WEDNESDAY), the 30th August, 1911, for the purpose of considering and (if thought fit) passing the following Resolution, viz.—

That the Committee be and they are hereby authorised to raise a sum of money as may be decided upon and for the purpose of securing the same to issue debentures bearing interest at 6 per cent. per annum and charged upon the undertaking and general assets of the Company, to be in such form and to contain such provisions as the Committee may deem expedient.

Dated this 19th day of August, 1911.

By Order,
G. CLOSE, Lt.-Col., R.E., Hon. Secretary.

Hongkong, 22nd August, 1911. [1057]

DIOCESAN BOYS' SCHOOL AND ORPHANAGE.

SCHOOL RE-OPENS on FRIDAY, the 1st SEPTEMBER.

For Terms, &c., apply to—THE HEADMASTER, Hongkong, 29th August, 1911. [1076]

CONCERT.

A GRAND PROMENADE CHARITY CONCERT, on behalf of the family of the late Private W. F. TAYLOR, Infantry Company, Hongkong Volunteer Corps, will be held on the Volunteer Parade Ground, on SATURDAY, the 2nd September, 1911, at 9.15 P.M.

If the Concert will be held in the Drill Hall.

Tickets \$2 and \$1 can be obtained from Messrs. KELLY & WALSH, or from VOLUNTEER HEADQUARTERS.

By kind permission of Lieut.-Colonel L. A. H. HAMILTON and Officers the Band of the 1st K.O.Y.L.I. will attend.

Hongkong, 15th August, 1911. [1036]

THE ESTATE OF the late Mr. CHOA CHUNG HOWE, Deceased.

NOTICE IS HEREBY GIVEN that Creditors of the above Estate are requested to send in particulars of their respective Claims against the same to the Undersigned on or before the 21st day of September, 1911, after which all further Claims will be excluded. Creditors failing to send in their Claims in time, do so at their own risk.

CHOA CHOO MOON, Agent for CHOA Lint Sze, Administratrix of the above Estate, No. 26, D'Aguiar Street, Hongkong, 21st August, 1911. [1053]

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We keep it.

Do you want it?

FOUR BRANDS!

FOUR PRICES

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[36]

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Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [608]

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REVISED BY THE MEMBERS.

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DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

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Mr. AH YAU, Hongkong Stall, Ferry Wharf.

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10, MOUNTAIN VIEW. Immediate possession.

Apply—"Y. Z." Care of "Daily Press" Office, Hongkong, 6th July, 1911. [491]

TO LET.

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GODOWNS, 151 to 153, PRAYA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th August, 1911. [113]

TO BE LET.

On or about 1st March, 1912.

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong, 27th August, 1911. [1077]

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THE BUILDING now in occupation of THE MERCHANTILE BANK OF INDIA, to be let from 1st January, 1912.

GODOWNS, in Messrs. Lane, good for storage of Wines and other Articles. Rent moderate.

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TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1911. [116]

TO LET.

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No. 9, BEACONSFIELD ARCADE (Shop).

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FOR SALE—TOM CROFT, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 29th August, 1911. [113]

TO LET.

GODOWNS, 95 and 96, Praya-East.

Apply—CHATER & MODY, Hongkong, 31st March, 1911. [121]

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Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st August, 1911. [114]

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C. WOLDRENGH, Manager, No. 8, Des Vaux Road Central, Hongkong, 15th August, 1909. [24]

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K. TSUDZURABARA, Manager, Hongkong, 1st May, 1911. [699]

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GEORGE HOGG, Manager, No. 9, Queen's Road, Central, Hongkong, 21st February, 1911. [966]

THE YOKOHAMA SPECIE BANK, LIMITED.

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TAKEO TAKAMICHI, Manager, Hongkong, 25th August, 1911. [441]

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INCORPORATED BY ROYAL CHARTER, 185

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WM. DICKSON, Manager, Hongkong, 2nd May, 1911. [148]

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For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager, Hongkong, 24th January, 1911. [126]

BANKS

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N. J. STABB, Chief Manager, Hongkong, 21st August, 1911. [19]

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Dr. J. Quirio, Physician to H.M. the King of Italy, says:—"I have used Santogen with marked benefit in the case of weakly children, and in convalescence after long illnesses. I consider the preparation a most excellent tonic-food."

It is noteworthy that in convalescence, after long illness, this feeling of "dizziness" is particularly prevalent, and, as the King of Italy's physician points out, Santogen is markedly useful at this time.

Santogen may be obtained of all Chemists.—[105-345]



NAPIER JOHNSTONES' "SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG.
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

Analysis PROVES that PLASMON OATS

are Scotland's Best — "Enormously increased in food value by the addition of Plasmon."—Lancet.

FORBIDDEN IN PERFECTING.
7 W. W. true, a good value course which would leave the ship well clear of Mers Ledge, Suncasi Point, and bring Tsurugi or Sagami Lighthouse ahead. From that position they would be about 25 miles off. Soon after altering the course to N 7 West the ship ran into another fog bank, and he then slowed down—the vessel was going at one-half speed before—and at 6.15 the soundings.

KEATING'S WORM TABLETS

A purely Vegetable Tablets for all Worms. Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for intestinal and Thread Worms. Perfectly safe, mild, and especially adapted for children.

To be obtained of all Druggists.
KEATING'S WORM TABLETS.
London, Eng.

APIOLINE (CHAPOTEAUT)



LADIES' REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

SELF CURE NO FICTION! THE NEW FRENCH REMEDY THERAPION No. 1 is a remarkably short time, often a few days only, Cures all kinds of Rheumatism, Gout, Neuralgia, Sciatica, Migraine, Headache, Stomachic, Indigestion, Liver Troubles, Catarrhs, etc., etc.

THERAPION No. 2 Cures all kinds of Stomachic, Indigestion, Liver Troubles, Catarrhs, etc., etc.

THERAPION No. 3 Cures all kinds of Rheumatism, Gout, Neuralgia, Sciatica, Migraine, Headache, Stomachic, Indigestion, Liver Troubles, Catarrhs, etc., etc.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., 105-345.

THE ACCIDENT TO THE "EMPRESS OF CHINA."

NAVAL COURT OF INQUIRY.

DECISION OF THE COURT—CAPTAIN AND OFFICERS EXONERATED.

At the request of Captain Archibald, the commander of the C.P.R. steamer *Empress of China*, a Court of Inquiry was held this morning at the British Consulate-General, Yokohama, to investigate the circumstances surrounding the stranding of the vessel off Shinjima on the morning of the 27th inst.

Mr. Theo. Harrington, Vice-Consul-General, was President of the Court, and with him were Captain Robt. David Owen, Master of the British steamer *Ajiz*, and Captain Godfrey John Caldwell, Master of the British steamer *Socotra*.

Mr. E. Boulier, of the Consulate-General, was Clerk of the Court. Mr. N. W. McIvor was present on behalf of the C.P.R. Company and the Captain, Mr. W. T. Payne, General Agent for Japan and China, being also present.

Captain Archibald, R.N.R. was the first witness. He stated that the *Empress of China* left Vancouver for Yokohama on July 14th, and sighted the coast of Japan on the morning of the 26th. The ship experienced fine weather across the Pacific until the coast of Japan was reached, when the weather became unsettled. At 4 a.m. on the 26th the wind was S.E. and moderate, the glass standing at 29.65 and falling rapidly. At 6 o'clock the wind and sea had increased owing to a moderate gale. He was then steering to make Kikurawan Island, about 5 miles off, but at 7.45 the weather became worse, blowing a fresh gale. There was a very high sea, with all indications of an approaching typhoon. He decided to slow the ship down and haul her off land, and head away to the Eastward. He set the course at S. 66 E., bringing the wind and sea about two points on the starboard bow. The ship was going only about 4 knots, and at 8.15 a.m. the wind dropped to a calm, and shortly afterwards freshened up to the South-west, with a very high confused sea. After an hour or so the weather began to improve, and the glass started to rise. As the sea decreased he brought the ship back to a South-westerly course. At noon the weather cleared and he increased the speed to 11 knots and obtained the latitude. At 4.50 p.m. on the 26th, he sighted the peak at Kinkasan Island, bearing N. 53 West, distant about 25 miles. At 2.50 he got sight and fixed the ship's position 37 degrees 49 miles North and 143 degrees 2 miles East. He then set the course for Inuboyesaki, to pass it about five miles off. It was at that time distant about 135 miles. At 10.50 on the 26th of July he sighted Inuboyesaki light, bearing South 38 West. At midnight it was abeam, and distant 3 miles bearing North 62 deg. West. At 4.00 a.m. on the 27th the Chief Officer, Fourth Officer and himself were on the bridge, the weather then being moderate, overcast and somewhat hazy. They continued to a distance of about 7 to 8 miles. He tried to get a dipping bearing off Inuboyesaki, but could not do it, because it was only 7 or 8 miles off. There was apparently no set at that time. He expected to see Nojima light before daylight, but at 5.30 ran into fog. He slowed the ship to half speed and kept the whistle going. This proved to be a fog bank, which cleared in a short time. There seemed to be bad patches of fog which would clear up in a short time. At 5.55 the lead was cast, but no bottom was touched, the water being 200 fathoms at least. Having steered a broad course from Inuboyesaki at 6.20 he reckoned the ship to be 15 miles south-west of Nojima Lighthouse. Not having heard the explosive signal on Nojima, which is supposed to be given every ten minutes in thick weather, he concluded that the vessel was well to the south, and outside of the sound radius. He then altered the course to N 7 W, true, a good value course which would leave the ship well clear of Mers Ledge, Suncasi Point, and bring Tsurugi or Sagami Lighthouse ahead. From that position they would be about 25 miles off. Soon after altering the course to N 7 West the ship ran into another fog bank, and he then slowed down—the vessel was going at one-half speed before—and at 6.15 the soundings.

Five minutes after the Fourth Officer rang up on the telegraph, which indicated to those on the bridge that he had sounded, but before the Officer could recover the lead, and find out the depth, the ship struck. Proceeding, witness said:—"We found out afterwards that this supposed fog bank was not fog, but smoke from the shore caused by the villagers all along the coast burning seaweed for extracting iodine. This work is carried on during the summer months. The smoke is quite white, covering the whole of the outline of everything down to the water's edge. It gives one a false impression—that you could see much further than is really the case. At 6.35 I myself observed broken water right ahead. I immediately stopped and reversed engines full speed astern, but the ship grounded within a minute. I gave orders to close all water-tight doors and at once lowered boats, and sounded the ship, but to no great effect. The first soundings I got were:—Fore hold, 18 inches; main hold, 36 inches; reserve bunker, 38 inches; after-hold 5 feet. The fishermen came off alongside in big boats. It was still foggy, but clearing a little, enabling one to see the nearest rocks, and I concluded that the safest way to land the passengers was by these boats, as their local knowledge was all important on account of the swell and the intricate passage to land. At the same time the fog did not clear until fully two hours after the ship stranded, so we were uncertain as to our position until it cleared sufficiently to see Nojima Lighthouse. That would be about 8.00 o'clock. We found that the ship had stranded on the main coast line 12 miles east of Nojima Lighthouse. The course was steered from Inuboyesaki should have taken the ship well clear of all danger. I don't own account for the accident, but an abnormal set, the extent and existence of which I had no means of knowing. After several days at Shinjima I interviewed the lighthouse-keeper at Nojima, the Mayor of the village being present. He showed me his log, and his entry was that he knocked off firing the signals at 6 a.m.

The Court:—Did you see this yourself?—No; I had it interpreted. I have a letter signed by the keeper and the Mayor of the village, but unfortunately have not got it with me, having come away in a hurry. The keeper said his orders were to knock off the signal when the fairway was clear.

The Court:—It is perhaps not necessary to go into the orders to the keeper. Did you at any time after sighting Kinkasan and Inuboyesaki—that is between these two points—notice any exceptional current?—No. She set in one mile only. There was no exceptional current there.

After sighting Inuboyesaki, did you sight land?—Inuboyesaki was the last. I had because the land was too far off, or was it foggy?—It was too far off. I was steering from Inuboyesaki 11 miles off, through Katsurawan.

Otherwise in the intervals of the fog, what sort of light was there?—Fairly clear, but hazy at times. We could see seven or eight miles. You ran into the first fog at 5.30 a.m.?—Yes. Where were you then according to your estimate of your position?—(Witness here indicated the position on the chart.)

The Court:—In fact, you must have been out of your course before you ran into the fog?—Yes. We were about 12 miles south of Nojima when we first ran into the fog.

When you were actually in the fog, what was the speed?—We were going one-half speed—about ten knots. And when we slowed down, about 7 or 8 knots.

In the intervals of the fog, were there any indications of land?—No, none at all.

Did you have any description. What time was daybreak?—About 5 o'clock. I should have seen the light about 4.20. It is a very hard light to see.

When you altered your course to N. 7 W. were you then in the fog?—Yes, but it was not so thick.

At the actual moment of striking, what was your course?—The same. It was never altered. How often did you sound?—Twice only. You found no bottom until about forty minutes before you struck?—We found no bottom at all the first sounding.

How far would you travel in that forty minutes?—Going half-speed I should say about 5 miles.

You had a look-out man the whole time?—Yes.

Did he make any report?—No.

At the time you saw the breakers did he make any report?—No. I saw the breakers myself. At least, did not hear him make any report.

How many voyages have you made around that point?—A couple of hundred.

Have you ever found yourself out of your course under similar circumstances?—No. The only time was one time when I was coming in from the sea I found only a little inset. At that time I was going at half-speed and slow.

Before you changed your position, who worked out the course?—I worked it out, and then the Chief Officer worked it out, but there was practically no difference.

Was there any difference?—No difference, both the same.

Have you any sailing directions?—Yes.

What do they say about currents?—The currents depend on the wind and strength of the weather. We generally give it a very wide course—a good wide berth.

In working the thing up in your mind afterwards, where do you think the main effect of the current struck?—I think the effect of the current was first felt probably as soon as we got past Inuboyesaki. The current came directly from the south-west.

Then you must have passed close to Katsurawan?—Yes, very close, within three or four miles.

And yet no indications of land?—No indications.

Was the course you took, or endeavored to take, the recognized bad weather course?—I should say it was the very outside course. Outside of what I have been used to steering because it was not what I should call a clear night. There was a certain amount of fog and haze.

Then in your opinion you steered not only a safe but an extra safe course?—Yes, an extra safe course.

How far do you think you were off land when you saw the breakers?—It is difficult to say, as the white smoke was deceptive. But I should say not more than a mile off.

You were on watch from about 4 o'clock?—I was on watch all night.

On the trip from Vancouver, did you find the ship all right?—Yes.

How were the compasses? Any trouble?—No trouble.

When were they last tested?—At Hongkong, about two years ago. But we often swing ship around.

Have you had any previous accidents?—Only one, the ship running on Haimashima in the Island Sea. But a pilot was in charge of the ship at the time; I was in bed.

The soundings you took were at an interval of 35 minutes. Is that the usual interval in case of doubt?—We had reason to think we were far away from land. The last sounding showed no bottom. We did not have reason to think we were near in, but still I took another sounding.

After leaving Inuboyesaki, how many times did you change your course?—Seven times.

No soundings taken off Katsurawan?—No.

OUTSIDE EVIDENCE AS TO THE CURRENTS.

Captain Connor, a well-known shipmaster on the Japan coast, was the next witness called. Being asked by the Court for his experience as to the currents on the coast between Shanghai, Yokohama and Hakodate twenty-eight years. I have many times found very erratic currents after storms, and I have never been able to locate anything steady in them. The make-up wind previous to a storm coming from different directions have different sets and currents. After storms I have gone out of different ports and set a course to make allowance over what I believed to be the set of the current, and I have found that I made my allowance the wrong way. My experience on the coast is that it is impossible to tell what currents you are going to meet after a storm. On one occasion coming from Hakodate in the *Satsuma-maru*, after passing Inuboyesaki, three miles off, I steered a course to go five miles outside of Nojima, and ultimately found myself alongside the beach at Katsurawan. In thick weather I should have gone ashore.

I have passed Rook Island and set a course over eight miles outside of Kishu, Oshima, and found the ship 35 miles to the North-east, alongside of Shingo Beach. The ship's compasses were correct and I was on the bridge most of the time to see that the course was steered properly. I found the same thing of the other side between Nagasaki and Shanghai.

What would be an ordinarily strong current passing Nojima?—I have seen it go at least five knots.

Can you say whether such a current would be more to the East or from South to North?—You can never tell.

Is it a matter of common knowledge among master shipmasters here that this is a dangerous point for currents?—Not particularly. Not more than elsewhere on the coast of Japan.

But it is very misleading, because the current direction. Witness added that he had at times met practically fair currents at this point.

EVIDENCE OF OTHER OFFICERS.

Mr. A. O. Cooper, the Chief Officer, who was on watch at the time the vessel stranded, said he could corroborate exactly the whole statement just made by Captain Archibald. At about 5.30 the ship ran into a thick bank of fog, and it was impossible to see the land. He worked out the course, which he considered an outside one. From the time the vessel ran into the fog-bank she did not steam at more than half-speed. He had sailed on the coast for some time, but had not found anything special in the currents when near the coast to drive the ship out of its course.

VICTOR GRAMOPHONES

\$25 to \$135.

VICTROLA X

\$175

VICTROLA IX

\$115

ROBINSONS.

"Montserrat" LIME JUICE

is a drink with an interesting flavour: it is a pure natural product—not a chemical concoction.

Fresh ripe cultivated limes are alone used in the manufacture of "MONTERRAT" LIME JUICE.

SUPPLIED IN TWO FORMS—Unsweetened, & Plain Lime Juice Sweetened, & Lime Juice Cordial.



STRIKING EXPERIMENTS AT THE REQUEST OF THE LOCAL GOVERNMENT BOARD FOR IRELAND.

The remarkable feeding experiments conducted in the School of Physiology, Trinity College, Dublin, at the request of the Local Government Board for Ireland, prove that

BOVRIL

when added to a fixed diet, has a body-building effect, causing an increase from 10 to 20 times the weight of the Bovril taken.

DETAILS OF THESE EXPERIMENTS CAN BE HAD UPON APPLICATION.

"That the stranding of the S.S. *Empress of China* was due to the vessel having been set out of her course 18 nautical miles to the north-east by a strong and unusual current, of the existence of which the Master had no knowledge and no means of knowing, and to the mistiness and obscurity which left him in ignorance of his proximity to the shore."

"That all ordinary precautions to prevent such a disaster had been taken by the Master, a disaster which could only have been averted had some signal or warning been perceptible from the shore."

"That the Commission of the powers vested in it by section 483 of the Merchant Shipping Act 1894 (57 & 58 Vict. Cap. 60) orders the sum of £6.4s. 6d. being the costs of the proceedings before the said Court, to be paid by the Master of the S.S. *Empress of China*, and he is hereby ordered to pay the said amount accordingly."

Dated at the British Consulate-General, Yokohama, this 17th day of August, 1911.

(Sd.) THEODORE HARRINGTON, Vice-Consul-General, President of Naval Court.

(Sd.) ROBERT D. VID OWEN, Master of Steamship "Ajiz" 113,395.

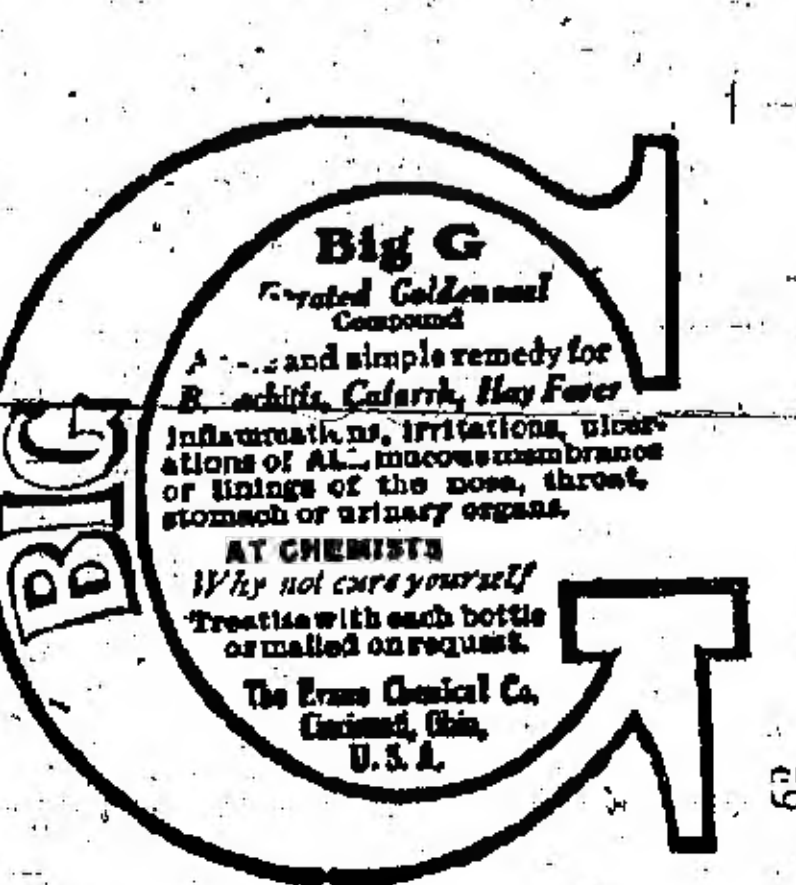
(Sd.) GODFREY JOHN CALDWELL, Master of Steamship "Socotra," Off. No. 105,512.

—Japan Gazette.

STOMALIX

Saint de Carot. Cures Dyspepsia and all sorts of Diseases of the Stomach and Intestines, indigestion, flatulency, etc.

Distributing Agents: FRANCES NEWBURY & SONS, Ltd., London, Eng.



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THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831

SCOTCH WHISKY.

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is given in the HONGKONG WEEKLY PRESS.

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SHIPPING

ARRIVALS.

AKI MARU, Japanese str., 5,995, K. Homma, 29th August—London 22nd July, General—Nippon Yusen Kaisha.
CHINSHUA, British str., 1,349, Benson, 29th August—Shanghai 24th August, Mads and General—Butterfield & Swire.
HONG KONG, Japanese str., 5,232, H. Fraser, 29th August—Shanghai 25th August, General—Messageries Maritimes.
MICHAEL JENSEN, German str., 952, T. Pelterson, 29th August—Swatow 28th August—Jensen & Co.
TAISEN, Chinese str., 29th Aug.—Canton.
TOURANE, French str., 3,104, G. Lancelotti, 29th Aug.—Yokohama on 1 Shanghai 25th Aug. General—Messageries Maritimes.
YUENMAO, British str., 1,128, P. H. Rolfe, 29th August—Manila 26th Aug. General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

29th August.
Choshu Maru, Japanese str., for Swatow.
Chiyong, British str., for Shanghai.
Hanoi, French str., for Paothoi.
Jong, British str., for Amoy.
Nikko Maru, Japanese str., for Nagasaki.
Ni pon Maru, Japanese str., for Moji.
Si-Kung, French str., for Haiphong.

DEPARTURES.

29th August.
Catherine Aboah, Brit. str., for Singapore.
Chiyong, British str., for Canton.
Chiyong, Chinese str., for Shanghai.
Chiyong, German str., for Haiphong.
Hanoi, British str., for Swatow.
HONG KONG, British str., for Amoy.
PARKAT, German str., for Amoy.
SANTA, German str., for Haiphong.
SINGAN, British str., for Haiphong.
TAISEN, British str., for Manila.
TOURANE, British str., for Europe &c.

SHIPPING REPORT.

The French str. *Touyane* reports: Typhoon in the Formosa Channel.
The British str. *Chinshua* reports: Anchored at Amoy 35 hours for typhoon.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The U.K.K. str. *Chigo Maru*, with U.S. mails, arrived at Yokohama on the 25th inst. and is due to arrive at this port on the 29th inst. and is due to arrive at this port on or about the 5th prox.

THE AUSTRALIAN MAIL.

The E. & A. str. *Albatross* from Sydney, &c., is due at Manila on the 4th prox.
The I.G.M. str. *Prinz Sigismund* left Sydney on the 25th inst., at 11 a.m., and may be expected here on or about the 19th prox.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Monteagle* arrived at Moji at 2 p.m. on the 28th inst., and left again at 2 p.m. on Tuesday for Shanghai, where she is due to arrive at noon on the 31st inst.
The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd inst. a.m.

THE ENGLISH MAIL.

The P. & O. str. *Delta* left Singapore for this port on the 25th inst. at 5.30 p.m. with the outward English Mail, and is due here to-day at about 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Guelph*, carrying the German Mails with dates from Berlin of the 9th inst., left Colombo on the 27th inst. p.m., and may be expected here on or about the 5th prox. p.m.

THE INDIAN MAIL.

The Indo-China str. *Namking* from Calcutta and the Straits left Singapore for Hongkong on the 24th inst. at 6 p.m., and is due here to-day a.m.
The Indo-China str. *Kumang* left Calcutta for the Straits and Hongkong on the 19th inst., and is due here about the 4th prox.

MERCHANT STEAMERS.

The *Shanghai* & Co.'s str. *Germania*, with mails from South Sea Islands, left Yap on the 20th inst., and may be expected here to-day a.m.
The N.Y.K. str. *Yamato Maru* (Anstrama Line) left Kobe for this port via Moji and Nagasaki on the 24th inst., and is expected here to-day.

The H.A. Line str. *Ambria* left Shanghai on the 27th inst. a.m., and may be expected here to-day a.m.
The N.Y.K. str. *Bombay Maru* (Bombay Line) left Singapore for this port on the 25th Aug. and is expected here to-morrow.

The str. *Glenelg* passed the Suez Canal on the 25th ult., and is due here on or about the 1st prox.
The N.Y.K. str. *Tanaka Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 25th inst., and is expected here on the 3rd prox.

The "Ben" Line str. *Pennine* from Mid-alabro and London, left Singapore on the 27th inst. for this port.
The N.Y.K. str. *Dingo Maru* (Bombay Line) left Bombay for this port via Singapore on the 25th inst., and is expected here on the 12th prox.

The American & Manchurian Line steamer *Matoppe* passed the Suez Canal on the 22nd inst., and is due here on or about the 18th prox.
The str. *Glenelg* passed the Suez Canal on the 22nd inst., and is due here on or about the 24th prox.

The T.K.K. str. *Buho Maru* sailed from Honolulu for Hongkong on the 26th inst., and is due here on or about the 29th prox.

The American & Manchurian Line steamer *Matoppe* passed the Suez Canal on the 22nd inst., and is due here on or about the 18th prox.
The str. *Glenelg* passed the Suez Canal on the 22nd inst., and is due here on or about the 24th prox.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & ETC.	DEPTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Usual Ports of Call	ARCADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 2nd Sept., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SOCOTRA	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	About 6th Sept.
LONDON & ANTWERP via SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.	P. & O. S. N. Co.	About 20th Sept.
ROTTERDAM & HAMBURG via STRAITS, &c.	FURST BULOW	Ger. str.	k.w.	Jager	HAMBURG-AMERICA LINE	On 14th Oct.
HAYRE, ROTTERDAM & HAMBURG, &c.	PREUSSEN	Ger. str.	k.w.	Ballo	HAMBURG-AMERICA LINE	On 20th Sept.
HAYRE, BREMEN & HAMBURG, &c.	AMBRIS	Ger. str.	k.w.	Feldmann	HAMBURG-AMERICA LINE	On 15th Sept.
HAYRE & HAMBURG via STRAITS, &c.	ALBIS	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 29th Sept.
HAYRE & HAMBURG via STRAITS, &c.	RHEINFELDS	Ger. str.	k.w.	Weyhausen	HAMBURG-AMERICA LINE	On 12th Oct.
HAYRE, BREMEN & HAMBURG, &c.	SUEVIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERICA LINE	About 20th Sept.
COPENHAGEN & BALTIC PORTS	YEDDO	Swed. str.	—	H. Fraser	OLOF WISE & CO., LTD.	To-day.
MANCHESTER, LONDON & ANTWERP via SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Kawara	NIPPON YUSEN KAISHA	On 13th Sept., at D'light
MANCHESTER, LONDON & ANTWERP via SINGAPORE, &c.	MONTEAGLE	Brit. str.	—	F. von Binzer	NIPPON YUSEN KAISHA	About 6th Sept.
MANCHESTER, LONDON & ANTWERP via SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	—	R. Dannecker	MELCHERS & CO.	On 27th Sept.
MANCHESTER, LONDON & ANTWERP via SINGAPORE, &c.	VORWAERTS	Ger. str.	—	F. S. Cowley	SANDER, WIELER & CO.	About 5th Sept.
BOSTON & NEW YORK via PORT & SUEZ CANAL	KATUNA	Am. str.	—	W. Davison	THE BANK LINE, LIMITED	On 15th Sept.
BOSTON & NEW YORK via PORT & SUEZ CANAL	ROSEBUD	Am. str.	—	E. Beetham	CANADIAN PACIFIC R. CO.	On 12th Sept., at Noon
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	EMPERESS OF INDIA	Brit. str.	1 m.	S. Tominaga	CANADIAN PACIFIC R. CO.	On 14th Oct.
VANCOUVER via SHANGHAI, JAPAN, &c.	SWATOW MARU	Jap. str.	—	E. Street	OSAKA SHOSHEN KAISHA	On 6th Sept., at 11 a.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	ISABA MARU	Jap. str.	—	W. W. Green	OSAKA SHOSHEN KAISHA	On 12th Sept., at 4 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	MEXICO MARU	Jap. str.	—	Elvind Meyer	PACIFIC MAIL S.S. CO.	On 16th Sept., at 11 a.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	PRINZ LUDWIG	Jap. str.	—	T. Sekine	PACIFIC MAIL S.S. CO.	On 1st Sept., at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Jap. str.	—	L. Klugkist	PORTLAND & ASIATIC S.S. CO.	On 1st Sept., at Noon
SAN FRANCISCO via KEELUNG, S'hai & JAPAN, &c.	MANCHURIA	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 9th Sept., at D'light
SAN FRANCISCO via KEELUNG, S'hai & JAPAN, &c.	CHIVO MARU	Jap. str.	—	F. Bruening	NIPPON YUSEN KAISHA	To-morrow, at Daylight
PORTLAND via JAPAN	RYOGA	Nor. str.	—	N. Yagi	NIPPON YUSEN KAISHA	About 19th Sept.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	V. Zwart	JAY-CHINA-JAPAN LINE	To-day, at Noon
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	F. Mooney	TOYO KISEN KAISHA	Quick despatch
AUSTRALIAN PORTS via MANILA	COBLENZ	Ger. str.	—	M. Courtney	BUTTERFIELD & SWIRE	On 14th Oct., at Noon
KOBE & YOKOHAMA	AKI MARU	Jap. str.	—	J. Teranaka	JARDINE, MATHESON & CO., LD.	On 1st Sept., at Noon
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	E. P. Martin, R.N.	JARDINE, MATHESON & CO., LD.	To-day, at Noon
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Benson	P. & O. S. N. Co.	To-day, at 5 p.m.
LAPAN	HYO MARU	Jap. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MEXICAN, PERUVIAN & CHILEAN & JAPAN	KUEICHOW	Brit. str.	—	Th. Stollberg	JARDINE, MATHESON & CO., LD.	On 1st Sept., at Noon
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	Jager	BUTTERFIELD & SWIRE	On 2nd Sept., at 11 a.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	G. W. A. Clark, R.N.	MELCHERS & CO.	About 6th Sept.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	G. W. Cookman, R.N.	HAMBURG-AMERICA LINE	About 7th Sept.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	J. B. v. Damme Jaloh	P. & O. S. N. Co.	About 14th Sept.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	J. W. Evans	OLOF WISE & CO., LTD.	About 17th October.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	W. C. Pasmoro	JAY-CHINA-JAPAN LINE	Quick despatch
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	J. S. Roach	OSAKA SHOSHEN KAISHA	On 2nd Sept., at 10 a.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	M. C. Smith	OSAKA SHOSHEN KAISHA	On 6th Sept., at 10 a.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	P. H. Rolfe	OSAKA SHOSHEN KAISHA	To-day, at 10 a.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	A. W. Unterbridge	DOUGLAS LAFRAIK & CO.	On 1st Sept., at 1 p.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	T. Klugkist	DOUGLAS LAFRAIK & CO.	On 5th Sept., at 1 p.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	K. Crooby	SHEWAN, TOMES & CO.	On 8th Sept., at 1 p.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	B. Soyeda	JARDINE, MATHESON & CO., LD.	To-day, at 4 p.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	J. P. Scholtz	BUTTERFIELD & SWIRE	On 2nd Sept., at 2 p.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & CO., LD.	On 5th Sept., at 4 p.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	W. Weigall	SHEWAN, TOMES & CO.	On 9th Sept., at 2 p.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	F. Semblil	NIPPON YUSEN KAISHA	On 9th Sept., at 4 p.m.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—	E. de Catalano	JAY-CHINA-JAPAN LINE	On 5th Sept.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—		JARDINE, MATHESON & CO., LD.	Quick despatch
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—		JARDINE, MATHESON & CO., LD.	On 2nd Sept., at Noon
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—		MELCHERS & CO.	On 18th Sept., at Noon
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—		MELCHERS & CO.	Middle of Sept.
CHIFOO & TIENTSIN	CHIFOO	Brit. str.	—		MELCHERS & CO.	To-day, at 9 a.m.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG"	18,300	Wednesday 6th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"G. EISENNAU"	16,000	About 6th Sept.
MANILA, ANGAUL, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ"	6,750	9th Sept. Daylight.
KOBE & YOKOHAMA	"PRINZ SIGISMUND"	6,000	About 19th Sept.
KUDAT & SANDAKAN	"BORNEO"	5,000	Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.
For Further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 25th August, 1911.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	Sat. 2nd Sept.	From Quebec.	FRIDAY, 29th Sept.
"EMPRESS OF INDIA"	Sat. 2nd Sept.	"ALLEN LINE"	FRIDAY, 29th Sept.
"EMPRESS OF JAPAN"	Sat. 23rd Sept.	"EMPRESS OF IRELAND"	FRIDAY, 20th Oct.
"MONTEAGLE"	Saturday, 14th Oct.	"EMPRESS OF BRITAIN"	FRIDAY, 1st Dec.
"EMPRESS OF INDIA"	Sat. 4th Nov.		

Steamships leave HONGKONG at 6 p.m.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate (on Steamers) £45
and 1st Class Railway 24s.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE" or 1st Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya, opposite Blake Pier.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 30th Aug., 4 p.m.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 9th Sept., 4 p.m.

For Freight or Passage, apply to
HONGKONG, 22nd August, 1911.
SHEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. Co. 113

PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.
(With Liberty to Call at Honolulu and San Francisco.)
STEAMSHIP "RYGJA" TONS 3823 CAPTAIN Elvind Meyer To SAIL On 1st Sept. Daylight.
Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
FRED J. HALTON, AGENT.
KING'S BUILDING, (Opposite Blake Pier).

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works
TAIKOO DOCK YARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.
GRAYING DOCK 787 x 88' x 34' 6" Pumps empty Dock in 24 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-TON ELECTRIC CRANE OR GRAY-ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.
MANAGERS AND AGENTS.
BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

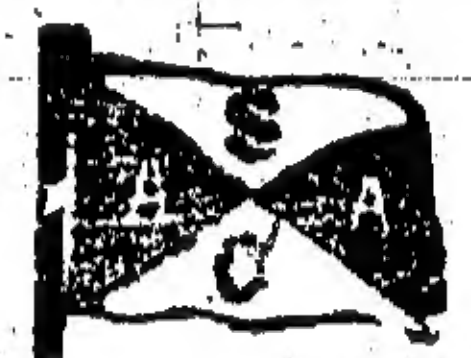
VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA"
Captain S. Barham, carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 2nd Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MONGOLIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France, Teu and Cargo for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 14th Oct., 1911.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 21st August, 1911.

HONGKONG-BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.
FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)
"KATUNA" ... On or about 5th Sept.
For freight and further information apply to—
SHEWAN, TOMES & Co., General Agents.
Hongkong, 15th August, 1911. 11037

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK (With Liberty to Call at the Malabar Coast)
THE Steamship
"ROSEBUD,"
Will be despatched for the above Ports FRIDAY, the 15th September.
For Freight and Passage, apply to
ARNOLD, KARBURG & Co., General Agents.
Hongkong, 22nd August, 1911. 11059



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (Direct), calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)
THE Company's Steamship
"VORWAERTS,"
Capt. Dannecker, will be despatched as above on WEDNESDAY, 27th Sept.
This Steamer has special accommodation for passengers, electric light, and carries a doctor. For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
Princes' Buildings.
Hongkong, 28th August, 1911. 113

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R. ASSAYE Capt. G. W. Cookman, R.N.R.	5 P.M. 30th Aug. About 14th Sept.	Freight and Passage. Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARCADIA Capt. S. Barcham	Noon. 2nd Sept.	See Special of Call.
LONDON AND ANTWERP VIA SINGAPORE, PE. NANG, COLOMBO, PORT SAID AND MARSEILLES	SOCOTRA Capt. G. J. Goldwell SARDINIA Capt. C. C. Talbot, R.N.R.	About 6th Sept. About 20th Sept.	Freight only Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALMA Capt. H. W. A. Clark	About 7th Sept.	Freight only

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th August, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 31st Aug. 4 P.M.
CHEFOO AND TIENTSIN	"KUEICHOW"	On 1st Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Sept. 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 5th Sept. 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation. Amplest. Electric Fans fitted. Extra State-rooms on Deck, after Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 29th August, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

MAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. RUEVIA	20th Sept.
	S.S. SRNEGAMBIA	26th Sept.
	S.S. DAYDIN	3rd Oct.
	S.S. ARCADIA	10th Oct.
	S.S. SLATONIA	17th Oct.
	S.S. SCANDIA	24th Oct.
	S.S. SPEZIA	31st Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 26th August, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 1st Sept., at 1 P.M.
"HAIKING"	Capt. W. C. Passmore	TUESDAY, 5th Sept., at 1 P.M.
"HAIKAN"	Capt. J. S. Roach	FRIDAY, 8th Sept., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAURIE & Co.,
GENERAL MANAGERS.

Hongkong, 30th August, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYANG"	Wed., 30th Aug., Noon.
TIENTSIN	"CHIPSANG"	Friday, 1st Sept., Noon.
SHANGHAI, KOBE & MOJI	"NAMSHANG"	Friday, 1st Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 2nd Sept., Noon.
MANILA	"YUENSANG"	Saturday, 2nd Sept., 2 P.M.
MANILA	"LOVANSANG"	Saturday, 9th Sept., 2 P.M.
SANDAKAN	"MAUSANG"	Monday, 18th Sept., Noon.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KITSANG", "NAMSHANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and return via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yantai, Weihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kuantan, J. ahad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 30th August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept., at Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.

† Triple Screws, turbine engines. * Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post-Office

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 15th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

To LONDON £71.10.0.
To VALPARAISO Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)
(These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.)

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars, apply to—

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 30th Aug., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA	"SEATTLE MARU"	6,182	WEDNESDAY 6th Sept., at 11 A.M.
VIA KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 30th Aug., at 10 A.M.
TAMSUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 3rd Sept., at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 6th Sept., at 10 A.M.

During the month of August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of—

1st CLASS \$25.50 2nd CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings

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MANAGER

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PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.

* Twin Screws.
All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 8th September, at 1 P.M.

FARES: HONGKONG TO LONDON, £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125, INCLUDING BERTH and MEALS ACROSS AMERICA.

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To European Ports:—Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan. To United States Ports:—Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports:—Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

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HONGKONG TO SAN FRANCISCO via New York " " £25.

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FRED J. HALTON, AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION)

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser TANGO MARU Capt. K. Kawara KAMO MARU Capt. F. I. Sommer	9,000 8,000 9,000	WEDNESDAY, 30th Aug. WEDNESDAY, 13th Sept., at Daylight WEDNESDAY, 27th Sept., at Daylight
VICTORIA, P.O. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 9th Sept., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimura TAMBA MARU Capt. K. Noda	7,000 7,000	TUESDAY, 12th Sept., at 4 P.M. TUESDAY, 10th Oct., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Tanaka	5,000	WEDNESDAY, 30th Aug.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	7,000	WEDNESDAY, 30th Aug., at Noon
KOBE and YOKOHAMA	AKI MARU Capt. K. Honma	7,000	THURSDAY, 31st Aug., at Daylight
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. K. Sayaka	7,000	TUESDAY, 5th Sept.

† Omitting Keelung and Shimizu.
* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

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	1st CLASS	\$120	\$110	\$100	\$90
2nd		\$80	\$70	\$60	\$50

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